

THE RED SHIRTED GATOR



**NEWSLETTER NUMBER 24
30 JUNE 2001**

**PO BOX 270506
SAN DIEGO, CA 92198-2506**

THE RED SHIRTED GATOR is an unofficial quarterly newsletter. It contains information of interest to aviation ordnance personnel aboard amphibious ships of COMNAVSURFPAC. Our telephonic points of contact are Capt. Lafe Elliott or Mr. Bill JOHNSON at DSN 577-3328 (Aviation Ordnance) or at the following E-MAIL addresses johnson.william@cnsn.navy.mil or rsgator@san.rr.com.

JOHN W. FINN AVIATION ORDNANCEMAN OF THE YEAR AWARD:

The message seeking aviation ordnanceman of year nominations is out and attached in this newsletter. For planning purposes, CNSP ships should have their nominations to CNSP (N84) no later than **8 August 2001**.

MESSAGES OF INTEREST:

DTG

NAWCWD 131854Z MAR 01
NAWCWD 291756Z MAR 01
NAWCWD 211653Z JUN 01

SUBJ

IRAC 4 to NAVAIR 11-140-9
IRAC 11 to NAVAIR 11-140-10
IRAC 1 to NAVAIR 11-140-6.3

CINCPACFLT PEARL HARBOR HI 300141Z JUN

All weapons officers should read this message. A copy of the message is included in this issue of the Red Shirted Gator.

NCEA AUGMENT GUIDANCE:

Non-combat expenditure allocations (NCEA) provided to each unit. As additional requirements develop during the year, NCEA augments may be necessary. Augments will normally be granted when 80 percent of the required NALC has been expended by requesting unit. CNSP 161525 JAN 01 applies. A copy is included in this issue.

THE CD-ROM EXPLOSIVES SAFETY TECHNICAL DATA COLLECTION (ESTDC) OF 1 APRIL 2001 HAS BEEN DISTRIBUTED:
It contains the rewrite of OP-4550 as NAVSEA SWO23-AJ-WHS-010.

OP-4, REVISION 6 is undergoing a rewrite. The comment “OP-4 is screwed up” is frequently heard during waterfront visits. Here is your chance, if you feel it needs correction, send in your recommendations to the e-mail addresses at the start of the newsletter and we will submit them and provide feed back.

CAULKING THE SEAMS OF PORTABLE PLYWOOD BULKHEADS:

Portable plywood bulkhead seams are no longer required except when a light leak is detected. **NAVSEA SWO23-AJ-WHS-010 is on the new ESTDC CD-ROM noted above** (replaced OP-4550). Paragraph 6-2.4 addresses fume tightness the last sentence states:

“If light penetration is detected, the defective area shall be caulked.

MAGAZINE SPRINKLER SYSTEM CERTIFICATION:

I frequently hear the question “How do I get my sprinklers certified?” For SURFPAC ships the guidance CNSP 021215Z AUG 2000 applies. A copy is included in this issue.

SAND AND JETTISONABLE LOCKERS HOLDING THERMITE:

The question concerning sand and jettisonable lockers keeps coming up.

OP-4, Paragraph 3-10.10.3c(1) states:

”On all ships, incendiary ammunition shall be stowed in specially fabricated jettisonable lockers insulated with a layer of sand which is a minimum of 6 inches deep on the bottom and 3 inches thick on the side. **If the lockers are hanging over the side of the ship, there is no requirement for the sand.** If the quantity required to be stowed on cargo ammunition ships exceeds the capacity of the locker, this ammunition may be stowed in a deep tank or lower hold provided they are bottom stowed.”

OP-4, Table 3-3 Notes 4 and 10 states:

Note 4. Requires separate stowage on a weather deck, in a locker or other container readily accessible for jettisoning.

Note 10. TH ammunition only.

OP-4, Paragraph 3-13.10 refers the reader to NAVSEA SW060-AA-MMA-010 for handling, stowage and use hazard requirements for incendiary material.

SW060-AA-MMA-010, Chapter 7 identifies thermite as an incendiary materiel.

The answer is “Jettisonable lockers holding thermite material are not required to have sand in they are hanging over the side of the ship.”

TURNOVER FILE FOR LPD WEAPONS OFFICER:

The red Shirted Gator will have a CD-ROM available on 31 July containing information that may be useful to weapons officers on LPD or LSD class ships. Information contained consists of:

- A basic guide to Flight Deck Awareness
- Amphibious ship ammunition compatibility cheat sheet
- Calibration requirements for magazine sprinkler gauges
- Combat Cargo responsibilities and duties
- Compatibility Group G (pyrotechnics) original packaging list
- Examples of portable plywood bulkhead installation discrepancies
- Examples of wire net shoring installation discrepancies
- Joint service operations involving helicopter operations considerations
- Key Control with sample key register
- Receipt of landing force ammunition checklist
- Security Risk Code list
- Self-paced course on Athwartship Metal Dunnage (Stanchions)
- Self-paced course on General Ammunition Stowage
- Self-paced course on Portable Plywood Bulkheads
- Self-paced course on Wire Net Shoring
- Things to remember list when receiving ammunition
- Traceable seal requirements
- Weapons staging area requirements and Jettison ramp markings

ROUTINE

R 300141Z JUN 01 ZYB

FM CINCPACFLT PEARL HARBOR HI

TO COMTHIRDFLT
COMSEVENTHFLT
COMNAVAIRPAC SAN DIEGO CA//N85//
COMNAVSURFPAC SAN DIEGO CA//N84//
COMSUBPAC PEARL HARBOR HI//N71//
COMMARFORPAC//ALD//
COMNAVREG NW SEATTLE WA//N42//
COMNAVREG SW SAN DIEGO CA//N42//
COMNAVREG PEARL HARBOR HI//N42//
COMNAVFORJAPAN YOKOSUKA JA//N54//
COMNAVFORKOREA SEOUL KOR//N42//
COMNAVMAIANAS GU//N2//
COMSC WASHINGTON DC//PM1/PM2/PM3/PM4/PM5//
COMNAVSPECWARCOM CORONADO CA//N4//
COMINWARCOM CORPUS CHRISTI TX//N8//
COMCRUDESGRU ONE
COMCRUDESGRU THREE
COMCRUDESGRU FIVE
COMCARGRU ONE
COMCARGRU THREE
COMCARGRU FIVE
COMCARGRU SEVEN

INFO CNO WASHINGTON DC//N411//
CNO WASHINGTON DC//N411//
CINCLANTFLT NORFOLK VA//N411//
COMNAVAIRSYS COM PATUXENT RIVER MD//3.1.1A//
COMNAVSEASYS COM WASHINGTON DC//01//
NAVORDSAFSEC ACT INDIAN HEAD MD//N71//
NAVORDSAFSEC ACT ESSOPAC SAN DIEGO CA//004//
MSC NFAF WEST SAN DIEGO CA//PM1W//
COMNAVSAFECEN NORFOLK VA//00//
NAVAMMOLOGCEN MECHANICSBURG PA//00/40//
NAVAMMOLOGCEN AMMOPAC SAN DIEGO CA//OIC//
NAVSURFWAR CENDIV CRANE IN//PM-4//
NAVSURFWAR CENDIV INDIAN HEAD MD//00//
COMFIFTHFLT
CTF 33
CTF 73
CINCPACFLT PEARL HARBOR HI

THIS IS A 2 SECTIONED MSG COLLATED BY MDS
UNCLAS //N08000//

MSGID/GENADMIN/CINCPACFLT//

SUBJ/EXPLOSIVE SAFETY, LOST, DAMAGED, STOLEN AND ORDNANCE
ADMINISTRATIVE ISSUES//

RMKS/1. PACFLT N42 IS CONCERNED WITH READINESS IMPACT, EXPLOSIVE
SAFETY, PHYSICAL SECURITY AND INVENTORY ACCOUNTING. RECENT PHYSICAL
INVENTORY LOSSES, DAMAGE INCURRED TO CRITICAL PRECISION GUIDED
MUNITIONS (PGM) DURING HANDLING EVOLUTIONS, POOR MAGAZINE STORAGE

HOUSEKEEPING, INVENTORY ACCURACY ACCOUNTING, DOCUMENTATION AND REPORTING PROBLEMS HAVE BECOME TOO COMMON PLACE. PROGRAM MNGRS AND FLEET WEAPON ACTYS ARE BEING BURDENED WITH UNPROGRAMMED COSTS WITHIN A SCARCE RESOURCE ENVIRONMENT. REQUEST YOUR SUPPORT IN REVERSING THIS NEGATIVE TREND.

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2. UNREP/VERTREP EVOLUTIONS ARE CAUSING SIGNIFICANT DAMAGE TO NEW AND EXISTING WEAPONS (TLAM, JSOW, JDAM, SLAM-ER, AIR AND SURFACE LAUNCHED MISSILES, GBU-10/12/16/24, TORPS) AND OTHER BOX/CAN TYPE AMMO CONTAINERS. A RECURRING UNREP QUESTION SHOULD ALWAYS BE "IS THE DAILY LIFT COUNT AND PERCEIVED NEED TO MINIMIZE ALONGSIDE TIME DRIVING US TOWARD AN EXPLOSIVE MISHAP, NOT JUST ANOTHER HOLED AND PUNCTURED CONTAINER?" IF SO, WE NEED TO SLOW DOWN EVENTS AND MONITOR DAILY ALONGSIDE TIME TO ENABLE ORDIES TO CONDUCT ORDERLY STRIKE-UP/ STRIKE-DOWN EVOLUTIONS AND STOWAGE ACTIONS WITHIN A REASONABLE AMOUNT OF TIME, THEREBY REDUCING OUR RISKS. FOL QUOTED CODR LESSONS LEARNED CLEARLY SUMMARIZE UNREP HAZARDS:

A. "ORDNANCE HANDLING IS ALWAYS A DEMANDING TASK INVOLVING RISKS WHICH ARE SUBSTANTIALLY INCREASED DURING A TRANSFER AT-SEA. SHIPS AND HELOS ARE INHERENTLY UNSTABLE PLATFORMS, ESPECIALLY IN ADVERSE WEATHER. IT IS CRITICAL THAT ALL PERS INVOLVED IN HANDLING OF ORDNANCE, INCLUDING HELO PILOTS, USE EXTREME CAUTION WHEN MOVING ORDNANCE AT-SEA. THE BRIEFEST LAPSE IN ATTENTION CAN RESULT IN A PUNCTURED MISSILE CONTAINER OR OTHER DAMAGE. A RECURRING FACTOR IN MANY ORDNANCE HANDLING INCIDENTS IS HASTE CREATED BY THE PERCEIVED NEED TO GET THE JOB DONE AS QUICKLY AS POSSIBLE. CONTINUED EFFORT TO REDUCE FATIGUE AND PERCEIVED TIME CONSTRAINTS WILL REDUCE POTENTIAL MISHAPS AT-SEA."

B. "DAMAGE OCCURRED DURING A XDECK EVT WHEN A PALLET OF 5/54 POWDER HAD JUST LIFTED FM FLT DECK, IMPACTED AN ADJACENT PALLET AND BEGAN TO SPIN SLIGHTLY. THE IMPACT ALSO DISLODGED END CAP OF ONE OUTER POWDER. THE CAP FELL OFF, AND THE INNER POWDER TANK BEGAN TO SLIDE OUT. WHEN THE PALLET WAS XFERRED, POWDER TANK SLID OUT AND FELL APPROXIMATELY 3 FEET TO DECK. POWDER WAS INSPECTED FOR DAMAGE AND JETTISONED. HELO CREWMAN FAILED TO OBSERVE IMPACT DAMAGE DURING INITIAL LIFT AND ABORT VERTREP TRANSFER BY COMMUNICATING A FOULED LOAD TO PILOT IN CONTROL."

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3. CONSISTENT APPLICATION OF NEAT, CLEAN, ORDERLY MAGAZINE HOUSE-KEEPING PRACTICES AFLOAT AND ASHORE ARE CRUCIAL TO REDUCE THE RISK OF ACCIDENTS, MINIMIZE MANHRS NEEDED TO INVENTORY/ISSUE STOCKS AND INSURE FIFO ORDNANCE IS TRULY ISSUED FIRST. EXCESS DUNNAGE AND STOWAGE OF OTHER MATLS IN ORDNANCE SPACES IS FORBIDDEN. BOXES, CANS AND CONTAINERS SHOULD BE STOWED PROFESSIONALLY, SECURED FOR SEA AND SEGREGATED FOR COMPATIBILITY. YOUR MAGAZINES AND ORDNANCE OFFLOADS SHOULD NOT CONTAIN MULTIPLE SHATTERED WOODEN BOXES, DENTED CANS, BROKEN BANDING, COLLAPSED CARDBOARD BOXES AND CRUSHED (OVERBAND) CONTAINERS. HOW ARE WE LETTING THIS HAPPEN? ARE KHAKI/CIVILIAN SUPERVISORS AND SENIOR LEADERSHIP NOT VISITING THEIR ORDNANCE SPACES AND NOT ASKING THE HARD QUESTIONS? ARE WE NOT DEMANDING THAT KNOWN STANDARDS BE MET AND SOP'S BE FOLLOWED OR ARE WE SIMPLY NOT INSPECTING ORDNANCE SCHEDULED FOR OFFLOAD OR CROSSDECK EVOLUTIONS?

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4. A HEIGHTENED SENSE OF ACCOUNTABILITY FOR ORDNANCE INVENTORY ACCURACY IS NEEDED THROUGHOUT THE FLEET. INVENTORY ACCURACY IS AN ESSENTIAL ELEMENT OF EXPLOSIVE SAFETY AND MISSION READINESS. TIMELY/ ACCURATE INVENTORY ACTIONS AND FIRM ACCOUNTABILITY CONTROLS MUST BE A COMMAND PRIORITY. CO'S SELF-ASSESSMENT TOOL SHOULD BE USED TO BASELINE INVENTORY ACCURACY READINESS. THIS TOOL IS AVAIL ON NAVAL AMMUNITION LOGISTIC CENTER WEB PAGE AND CAN BE ACCESSED VIA NIPERNET AT WWW.NALC.NAVY.MIL. CLICK ON DATA INTEGRITY TO GET TO CO'S SELF-ASSESSMENT. IN ADDITION, A COMMAND INTERNAL MONTHLY INVENTORY ACCOUNTABILITY CHECKLIST WAS SENT TO ALL (CPF 010151Z DEC 00) TO MONITOR COMPLIANCE. INFO ON INDIVIDUAL INTRANSITS, OUT OF BALANCE, ATR ERROR AND PLR REPORTING STATUS IS AVAIL ON A PASSWORD PROTECTED SIPRNET WEBSITE AT WWW.SSG.NAVY.SMIL.MIL. PASSWORDS CAN BE OBTAINED AT WWW.NALC.NAVY.MIL OR 1-800-300-5442. THE WEBSITE CAN ALSO BE ACCESSED FM AMMOPAC OFFICE. MORE DETAILED INFO AND ASSISTANCE IN CLEARING UP SPECIFIC PROBLEMS CAN BE OBTAINED FM YOUR NALC REP AVAIL AT 1-800-788-9002. ATRS/INTRANSIT PROBLEMS CAN BE RESOLVED BY CONTACTING 1-888-251-0071.

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5. NAVAL AMMUNITION RECLASSIFICATION (NAR) IS LOOSING ITS PAST STRICT COMPLIANCE PRINCIPLES WHICH COULD LEAD TO TRAGEDY. SOME COMMANDS ARE STORING, ISSUING AND EXPENDING NRFI MATL OR RECLAS-SIFYING HAZARDOUS ORDNANCE WHEN IT IS CONVENIENT TO DO SO, THIS SIMPLY CANNOT HAPPEN. NAR MSGS ARE ISSUED AS OO/IMMED TRAFFIC THRU NALC MECHANICSBURG BASED ON INPUT FM ACQUISITION/PROGRAM MNGRS TO ENSURE STOCKPILE SAFETY AND RELIABILITY. FLEET'S TASK IS TO IMMEDIATELY RECLASSIFY AND REPORT STOCK CHANGES AS THEY OCCUR. ALL ACQUISITION/PROGRAM MNGRS PER OPNAV 8020.14/NAVSUP P-724 SHALL DIRECT UNCLAS //N08000//

CAIMS/MAARS-II DATA IS CURRENT AND CORRECT, WITHOUT EXCEPTION THRU THE NAR PROCESS.

A. PM-4 (2T-COG ONLY) PROGRAM MNGR HAS BEGUN TO RUN A NAR PROCESS BASED ON CAIMS FLEET PLR DATA TO VERIFY COMPLIANCE. PROGRAM SO FAR HAS NOTED SIGNIFICANT DISCREPANCIES FOR JUST THEIR COG. NOTIFICATION OF NON-NAR COMPLIANCE WILL BE VIA NAVAL MSG INFO CHAIN OF COMMAND FM NSWC CRANE. NSWC POC IS MS KAREN HIXSON/CODE 4022 AT 812-854-1342.

B. ADDITIONAL COG'S WILL BE IMPLEMENTING THE 2T COG PROGRAM TO ENSURE HIGHEST VISIBILITY OF ASSETS. ALL COMMANDS HOLDING REPORT-ABLE ORDNANCE AS DEFINED IN NAVSUP P724 ARE REQUIRED TO SUBMIT MONTHLY PLR'S.

C. FOL IS A NAR NON-COMPLIANCE EXPLOSIVE INCIDENT THAT UNDERSCORES THE IMPORTANCE OF NAR COMPLIANCE: "ORDIES WERE INSIDE OF A PYRO LOCKER. TEAM MBR ROTATED FLARE AND STARTED PULLING IT OUT OF PACKING. THE TOP FELL OFF FLARE RELEASING INNER DISKS FM TUBE. DISKS STARTED TO BURN/SMOKE. DISKS THEN STARTED TO BURN THRU TOP ROW OF FLARES AND INTO BOTTOM ROW CONTAINING ADDL FLARES. EOD RESPONDED AND CAN WAS JETTISONED. INVESTIGATION DISCOVERED LOT WAS RESTRICTED FM USE BY A NAR WHICH SPECIFIED LOT WAS CONDITION CODE-H. RFI TAG MISIDENTIFIED LOT NBR ON CAN." THIS WAS THE RESULT OF HUMAN ERROR, ISSUING AND RECEIVING AUTHORITY FAILING TO CHECK NARS AND MATERIAL.

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6. OPERATION RISK MANAGEMENT (ORM) IS SOMETHING ALL ACTYS SHOULD BE DOING AS PART OF THEIR NORMAL BUSINESS AS DISCUSSED IN OPNAV 3500.39 AND MCO 3500.27. ORM IS A "MINDSET AND ATTITUDE ORGANIZED WAY OF THINKING ABOUT RISK" (COMMON SENSE ISN'T ALWAYS COMMON). ORM SHOULD

BE PUT INTO PRACTICE AND ACTIVELY USED WITHIN ORDNANCE COMMUNITIES TO ASSIST IN REDUCING INCIDENT AND INJURY. FOL ARE ORM EXAMPLES:

A. "DURING ASSY OPS OF SUU-25 DISPENSER WITH PARAFLARES, SUPERVISOR NOTED AFT FLARE OF TUBE 2 PROTRUDED. AS FLARES WERE PUSHED VACUUM FRICTION WAS ENCOUNTERED. AS ADDL FORCE WAS APPLIED, REMOVAL TOOL SLID OFF CENTER CANTING ARMING CAP. A POPPING SOUND WAS HEARD WITH SUBSEQUENT TIMER WIND DOWN. FLARE REMOVED FM DISPENSER, TIMER CORD CUT AND FLARE SEGREGATED FOR DISPOSAL. PERS MUST BE THOROUGHLY FAMILIAR WITH WPNS ASSY/DISASSY PROCEDURES AND POTENTIAL HAZARDS. ANY RESISTANCE ENCOUNTERED WHEN INSTALLING OR MATING COMPONENTS MUST BE STOPPED, INVESTIGATED, CORRECTED OR CEASED. SUPERVISORS MUST REMAIN VIGILANT TO CURTAIL ANY MISPLACED URGENCY DURING ASSY/DISASSY OPS. WHEN DEALING WITH EXPLOSIVES, IF IT DOESN'T FIT - DON'T FORCE IT."

B. SHIP FAILED TO INSTALL REQUIRED VERTICAL LAUNCHING SYSTEM (VLS) GAS MANAGEMENT COMPONENTS DURING A WEAPONS LOADOUT FOR DEPLOYMENT. THIS SHIP COULD HAVE EXPERIENCED A TRAGEDY HAD A SM-2 BLOCK-IV OR TOMAHAWK MSL BEEN FIRED FM THOSE MODULES. SIMPLE LOSS OF SITUATIONAL AWARENESS AND WILLINGNESS TO DELEGATE RESPONSIBILITY COST THE NAVY READINESS THIS TIME, NOT A SHIP AND CREW.

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7. BOTTOM LINE: WE NEED ALL KHAKI/SUPERVISORS INVOLVED AND PERSONNEL FOLLOWING WRITTEN DIRECTIVES AND SOP'S. OPERATIONAL RISK MANAGEMENT CAN AND WILL REDUCE INCIDENTS, PREVENT INJURIES AND IMPROVE OVERALL EXPLOSIVE SAFETY POSTURE AT-SEA AND ASHORE. REQUEST WIDEST DISSEMINATION.

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8. CAPT JOHN J. WALSH, DIRECTOR FOR FLEET ORDNANCE LOGISTICS AND EXPLOSIVE SAFETY SENDS.//

BT

ADMINISTRATIVE MESSAGE

ROUTINE

R 161525Z JAN 01 ZYB PSN 011554S16

FM COMNAVSURFPAC SAN DIEGO CA//N8//

TO COMPHIBGRU THREE
COMPHIBGRU ONE
COMNAVSURFGRU PACNORWEST
COMNAVSURFGRU MIDPAC
COMCRUDESGRU ONE
COMCRUDESGRU THREE
COMCRUDESGRU FIVE
COMCARGRU THREE
COMCARGRU FIVE
COMCARGRU SEVEN
COMDESRON ONE
COMDESRON SEVEN
COMDESRON NINE
COMDESRON FIFTEEN
COMDESRON TWO ONE
COMDESRON TWO THREE
COMDESRON THREE ONE
COMNAVBEACHGRU ONE
COMEODGRU ONE
RSO SAN DIEGO CA

INFO CINCPACFLT PEARL HARBOR HI//N42//

UNCLAS //N08011//

MSGID/GENADMIN/COMNAVSURFPAC//

SUBJ/NON COMBAT EXPENDITURE ALLOCATION (NCEA) AUGMENT GUIDANCE//

REF/A/DOC/CPF/21JUL00//

AMPN/REF A CPF LTR SER N4211/1802, FY01 NON-COMBAT EXPENDITURE
ALLOCATION (NCEA).//
POC/DIGGS/GMC/N8411C/-/TEL:(619) 437-3129/TEL:DSN 577-3129//

RMKS/1. WRT REF A, NON-COMBAT EXPENDITURE ALLOCATIONS (NCEA)
PROVIDED TO EACH UNIT BY CNSP ARE THE MAXIMUM ASSETS AVAILABLE. AS
ADDITIONAL REQUIREMENTS DEVELOP DURING THE YEAR, NCEA AUGMENTS MAY
BE NECESSARY. AUGMENTS WILL NORMALLY BE GRANTED WHEN 80 PERCENT OF
THE REQUIRED NALC HAS BEEN EXPENDED BY REQUESTING UNIT.

2. UNITS REQUESTING AN ADDITIONAL NCEA SHALL SUBMIT AN AUGMENT
REQUEST TO THEIR ISIC VIA NAVAL MESSAGE 30 DAYS PRIOR TO THE DATE
REQUIRED. ENSURE CINCPACFLT PEARL HARBOR (OFFICE CODE N42) AND
COMNAVSURFPAC SAN DIEGO CA (OFFICE CODE N841) ARE INCLUDED AS AN INFO
ADDEE. SUBMIT AUGMENT REQUEST IN THE FOLLOWING FORMAT:

SUBJ/FY01 NON-COMBAT EXPENDITURE ALLOCATION (NCEA) AUGMENT REQUEST

RMKS/1. REQUEST THE FOLLOWING NCEA AUGMENT (READ IN SIX COLUMNS):
LEAD CURRENT FYTD DESIRED

NCEA NALC NOMENCLATURE NCEA EXPD INCREASE FY01 NCEA
DATE REQUIRED:
JUSTIFICATION:

NOTE: JUSTIFICATION MUST BE DETAILED TO INCLUDE NUMBER OF ROUNDS
REQUIRED TO COMPLETE TRAINING/EXERCISE AND THE ANTICIPATED DATE OF
EXPENDITURE. EXAMPLE: REQUEST AUGMENT TO COMPLETE VANDALEX
SCHEDULED FOR 14 FEB 01 VICE REQUEST AUGMENT FOR IDTC REQUIREMENTS.
3. DUE TO THE RECENT INCREASE IN FORCE PROTECTION POSTURE, THE 80
PERCENT EXPENDITURE REQUIREMENT WILL BE WAIVED ISO SMALL ARMS AND
MINOR CALIBER WEAPONS QUALIFICATIONS. UNITS MUST PROVIDE DETAILED
JUSTIFICATION TO INCLUDE A COMPREHENSIVE TRAINING PLAN WITH THE
NUMBER OF PERSONNEL REQUIRING QUALIFICATION AND SCHEDULED
RANGE/TRAINING DATES.
4. THE ISIC WILL REVIEW REQUEST AND RECOMMEND APPROVAL/DISAPPROVAL
BY NAVAL MESSAGE TO CNSP (OFFICE CODE N841).
5. REQUEST WIDEST DISSEMINATION.//

BT
NNNN
RTD:000-000/COPIES:

ADMINISTRATIVE MESSAGE

ROUTINE

R 021315Z AUG 00 ZYB PSN 026112F12

FM COMNAVSURFPAC SAN DIEGO CA//N8//

TO AIG 13949
PRECOMUNIT HOWARD
PRECOMUNIT LASSEN

INFO CINCPACFLT PEARL HARBOR HI//42/43//
CINCPACFLT PEARL HARBOR HI//42/43//
COMNAVSEASYS COM WASHINGTON DC//000//
NAVORDSAFSECACT ESSOPAC SAN DIEGO CA//N712P//
FTSCPAC SAN DIEGO CA//200/212//
FTSCPAC DET EVERETT WA//JJJ//
FTSCPAC DET PEARL HARBOR HI//JJJ//
FTSCPAC DET SASEBO JA//JJJ//
FTSCPAC DET SINGAPORE SN//JJJ//
FTSCPAC DET YOKOSUKA JA//JJJ//
RSO SAN DIEGO CA//N53//
FLETRACEN SAN DIEGO CA//741//

UNCLAS //N09710//

MSGID/GENADMIN/COMNAVSURFPAC//

SUBJ/MAGAZINE SPRINKLER SYSTEM CERTIFICATION//

REF/A/MTG/CNSP/01AUG00//

REF/B/DOC/NAVSEA/15APR89//

NARR/REF A IS A MEETING BETWEEN GMCS ROMERO/GMC DIGGS (CNSP) AND FTSCPAC, CODE 212, DISCUSSING CERTIFICATION AND VERIFICATION OF MAGAZINE SPRINKLER SYSTEMS. REF B IS S9522-AA-HBK-010, DESCRIPTION, OPERATION, AND MAINTENANCE HANDBOOK FOR MAGAZINE SPRINKLER SYSTEM.//
POC/ROMERO/GMCS/N8411A/-/TEL:(619) 437-3126/TEL:DSN 577-3126//

RMKS/1. THE SHIPS ISIC IS THE SOLE GRANTOR OF INITIAL AND CONTINUED CERTIFICATIONS OF MAGAZINE SPRINKLER SYSTEMS. FTSCPAC IS THE VERIFYING ACTIVITY. THE ISIC WILL BASE THE CERTIFICATION ON THE WRITTEN RECOMMENDATION FROM FTSCPAC.

2. WRT REF A, MAGAZINE SPRINKLER SYSTEMS COMPLIANCE IAW REF B WILL BE VERIFIED BY A QUALIFIED INSPECTOR IDENTIFIED BY FTSCPAC. FTSCPAC WILL PROVIDE THE SHIP AND COGNIZANT ISIC A WRITTEN MAGAZINE DISCREPANCY LIST ALONG WITH A RECOMMENDATION TO CONTINUE (OR DISCONTINUE) CERTIFICATION.

3. WITHIN 30 DAYS OF RECEIPT OF FTSCPAC MAGAZINE DISCREPANCY LIST, SHIPS WILL SEND A STATUS MESSAGE TO THE ISIC, INFO CNSP N8/N64, IDENTIFYING CORRECTIVE ACTIONS TAKEN AND/OR POAM.

4. RE-VERIFICATION OF A MAGAZINE SPRINKLER SYSTEM IS REQUIRED WHEN:
A. THE MAGAZINE HAS BEEN SPRINKLED. ENSURE FTSCPAC (CODE 212) IS INCLUDED AS AN INFO ADDEE ON THE UNIT SITREP AND THE

- CONVENTIONAL ORDNANCE DEFICIENCY REPORT (CODR).
- B. A SYSTEM HAS BEEN ISOLATED FROM SHIPS FIREMAIN PRESSURE OR DEACTIVATED FOR MORE THAN 30 DAYS.
 - C. ANY THERMO-PNEUMATIC COMPONENT HAS BEEN REPLACED (WHICH INCLUDES PRP VALVES, TRANSMISSION TUBING, VENTED CHECK VALVES, AND HEAT SENSING DEVICES).
 - D. THE THERMO-PNEUMATIC SYSTEM IS OPEN TO THE ATMOSPHERE FOR 48 HOURS OR LONGER (I.E. PRP GAGES REMOVED FOR CALIBRATION).
 - E. AS DIRECTED BY PMS.
5. PER REF B, IN THE EVENT THE SYSTEM HAS BEEN REPAIRED AND A QUALIFIED INSPECTOR IS NOT AVAILABLE FOR REQUIRED TESTING (I.E., AT SEA), PERFORM APPLICABLE PMS TO ENSURE THE SYSTEM IS OPERATIONAL. LIAISON WITH FTSCPAC TO INITIATE RE-VERIFICATION.
6. FOR NEW CONSTRUCTION SHIPS:
- A. MAGAZINE SPRINKLER COMPLIANCE IAW REF B WILL BE VERIFIED BY FTSCPAC OR SUPSHIP. THE ISIC WILL BASE INITIAL CERTIFICATION ON THE WRITTEN RECOMMENDATION OF THE VERIFYING ACTIVITY.
 - B. WHEN THE SHIP ARRIVES AT ITS PERMANENT HOMEPORT, CNSP RECOMMENDS THAT THE SHIP LIAISON WITH FTSCPAC FOR A COURTESY WALK-THRU TO VERIFY MAGAZINE SPRINKLER SYSTEM INSTALLATION. DISCREPANCIES SHOULD BE SCHEDULED FOR CORRECTION DURING POST SHAKEDOWN AVAILABILITY (PSA).
7. ORIG EXPECTS A CHANGE TO THE JOINT FLEET MAINTENANCE MANUAL (JFMM) TO REFLECT CERTIFICATION REQUIREMENTS.
8. FILE COPY OF THIS MESSAGE AS A DIVISION OFFICER TURNOVER ITEM.//

BT

NNNN

RTD:000-000/COPIES:

ADMINISTRATIVE MESSAGE

ROUTINE

R 031317Z MAY 01 ZYB PSN 992607S33

FM NAVAIRWPNSMAINTUNIT ONE GU//00//

TO CNO WASHINGTON DC//N411/N781//
CNO WASHINGTON DC//N411/N781//
CMC WASHINGTON DC//ASL-30//
CMC WASHINGTON DC//ASL-30//
CINCPACFLT PEARL HARBOR HI//N42/N4211//
CINCPACFLT PEARL HARBOR HI//N42/N4211//
CINCLANTFLT NORFOLK VA//N4211//
CINCUSNAVEUR LONDON UK//N411//
CINCUSNAVEUR LONDON UK//N411//
COMNAVAIRPAC SAN DIEGO CA//N01/N8/N85/N85E//
COMNAVAIRLANT NORFOLK VA//N01/N8/N85/N85A//
COMNAVSURFLANT NORFOLK VA//N8/N42//
COMNAVSURFPAC SAN DIEGO CA//N42/N881//
PEOTACAIR PATUXENT RIVER MD
//PMA201/PMA259/PMA242/PMA265/PMA260//
NAVAIRWARCENWPNDIV PT MUGU CA//311200E/321200E//
NAVSTKAIRWARCEN FALLON NV//N01//
NAVSTKAIRWARCEN FALLON NV//N01//
MAWTS ONE YUMA AZ//ORDO//
MAWTS ONE YUMA AZ//ORDO//
COMNAVAIRSYS COM PATUXENT RIVER MD//3.0/3.1/3.1B//
COMSTRKFIGHTWINGPAC LEMOORE CA//N41//
COMFAIRWESTPAC ATSUGI JA//N8//
COMHELTACWINGPAC SAN DIEGO CA//JJJ//
COMHSLWINGPAC SAN DIEGO CA//JJJ//
COMHSLWINGPAC SAN DIEGO CA//JJJ//
COMHSLWINGPAC SAN DIEGO CA//JJJ//
COMSEACONWINGPAC SAN DIEGO CA//JJJ//
COMVAQWINGPAC WHIDBEY ISLAND WA//JJJ//
COMVAQWINGPAC WHIDBEY ISLAND WA//JJJ//
COMFITWINGLANT OCEANA VA//JJJ//
COMHSLWINGLANT JACKSONVILLE FL//JJJ//
COMHSLWINGLANT MAYPORT FL//JJJ//
COMSTRKFIGHTWINGLANT OCEANA VA//JJJ//
COMHELTACWINGLANT NORFOLK VA//JJJ//
NAS JACKSONVILLE FL//JJJ//
NAS KEFLAVIK IC//50//
NAS KEFLAVIK IC//50//
NAS KEY WEST FL//50//
NAVSTA MAYPORT FL//N31//
NAVSTA ROOSEVELT ROADS PR//N00//
COMPATRECONFORLANT NORFOLK VA//N7//
COMPATRECONFORPAC KANEOHE HI//N01/JJJ//
COMSEACONTWINGLANT JACKSONVILLE FL//JJJ//
COMSFWSLANT OCEANA VA//JJJ//
COMSWATSLANT OCEANA VA//JJJ//
NAVSTA GUANTANAMO BAY CU//JJJ//
SFWSPAC LEMOORE CA//JJJ//
DCMC BOEING ST LOUIS MO//RDOAA//
DCMC BOEING ST LOUIS MO//RDOAA//
COMMARFORLANT//ALD//
COMMARFORLANT//ALD//
COMMARFORPAC//ALD//
COMMARFORPAC//ALD//
CG I MEF//G4/AVNORD//

CG I MEF//G4/AVNORD//
CG II MEF//G4/AVNORD//
CG II MEF//G4/AVNORD//
CG III MEF//G4/AVNORD//
CG III MEF//G4/AVNORD//
CG FIRST MAW//ALD//
CG FIRST MAW//ALD//
CG SECOND MAW//ALD//
CG SECOND MAW//ALD//
CG THIRD MAW//ALD/ORD//
CG THIRD MAW//ALD/ORD//
CG FORTH MAW//ALD-D/ALD-D1//
AIRTEVRON NINE//ORD//
AIRTEVRON NINE DET PT MUGU CA//JJJ//
NAVWPNTSTRON CHINA LAKE CA//JJJ//
NAVWPNTSTRON PT MUGU CA//JJJ//
NAF ATSUGI JA//700//
COMSTRKFIGHTWINGPAC DET AIMD LEMOORE CA//010/700//
NAS FALLON//JJJ//
NAF EL CENTRO CA//JJJ//
AIMD NORTH ISLAND CA//JJJ//
NAS NORTH ISLAND CA//JJJ/N3W11//
NAS WHIDBEY ISLAND//JJJ//
NAS OCEANA VA//JJJ//
NAF MISAWA JA//JJJ//
NAF MISAWA JA//JJJ//
NAS PT MUGU CA//JJJ//
MARAVNLOGSPTELM KANEOHE HI//ORD//
NAVSUPPFAC DIEGO GARCIA//JJJ//
NAS BRUNSWICK ME//JJJ//
COMNAVRESFOR NEW ORLEANS LA//N3W//
COMNAVRESFOR NEW ORLEANS LA//N3W//
CNATRA CORPUS CHRISTI TX//N5//
CNATRA CORPUS CHRISTI TX//N5//
NAVAVSCOLSCOM PENSACOLA FL//155//
NAVAVSCOLSCOM PENSACOLA FL//155//
NAVSCOLEOD EGLIN AFB FL//JJJ//
USSTRATCOM OFFUTT AFB NE//J443//
NAVSTKAIRWARCEN FALLON NV//N44//
NAVSTKAIRWARCEN FALLON NV//N44//
NAS SIGONELLA IT//JJJ//
NAS SIGONELLA IT//JJJ//
ALNASPAC
USS NIMITZ
USS ABRAHAM LINCOLN
USS KITTY HAWK
USS CONSTELLATION
USS CARL VINSON
USS JOHN C STENNIS
USS JOHN F KENNEDY
USS THEODORE ROOSEVELT
USS DWIGHT D EISENHOWER
USS HARRY S TRUMAN
USS RONALD REAGAN
USS GEORGE WASHINGTON
USS ENTERPRISE
COMCARAIRWING TWO

COMCARAIRWING FIVE
COMCARAIRWING NINE
COMCARAIRWING ELEVEN
COMCARAIRWING FOURTEEN
COMCARAIRWING ONE
COMCARAIRWING THREE
COMCARAIRWING EIGHT
COMCARAIRWING SEVEN
COMCARAIRWING SEVENTEEN
COMCARAIRWINGRES TWO ZERO
NAVAIRWARCENWPNDIV PT MUGU CA//311500E//
NAVORDCEN ESSOPAC SAN DIEGO CA//70//
NAVORDCEN ESSOLANT NORFOLK VA//JJJ//
NAVAMMOLOGCEN AMMOPAC SAN DIEGO CA//JJJ//
NAVAMMOLOGCEN AMMOPAC SAN DIEGO CA//JJJ//
NAVAMMOLOGCEN AMMOLANT NORFOLK VA//JJJ//
NAVAMMOLOGCEN AMMOLANT NORFOLK VA//JJJ//
NAMTRAGRU PENSACOLA FL//N241//
NAMTRAGRU PENSACOLA FL//N241//
NAVAIRWPNSTA CHINA LAKE CA//8280000D//
NAVAIRWPNSTA CHINA LAKE CA//8280000D//
NAVAIRWPNSMAINTUNIT ONE GU//00//
COMNAVSAFECEN NORFOLK VA//43//
COMNAVSAFECEN NORFOLK VA//43//
NAVSUPPFAC DIEGO GARCIA//400//
AIRTEVRON NINE//ORD//
MALS ELEVEN//ORD//
MALS ELEVEN//ORD//
MALS TWELVE//ORD//
MALS TWELVE//ORD//
MALS THIRTEEN//ORD//
MALS THIRTEEN//ORD//
MALS SIXTEEN//ORD//
MALS SIXTEEN//ORD//
MALS THREE ONE//ORD//
MALS THREE ONE//ORD//
MALS THREE SIX//ORD//
MALS THREE SIX//ORD//
MALS THREE NINE//ORD//
MALS THREE NINE//ORD//

INFO CHINFO WASHINGTON DC//JJJ//
CHINFO WASHINGTON DC//JJJ//

UNCLAS //N01650//

MSGID/GENADMIN/NAWMU-1//

SUBJ/JOHN W. FINN AVIATION ORDNANCEMAN OF THE YEAR AWARD//

REF/A/LTR/AAO NEWS LTR NO 80/FEB2001//

AMPN/REF A ANNOUNCED ASSOCIATION OF AVIATION ORDNANCEMENS
TWENTY-FIFTH ANNIVERSARY AND ANNUAL SYMPOSIUM/CONVENTION AT THE
QUALITY RESORTS HOTEL, IN SAN DIEGO CA 4-7 OCT 2001.//
POC/D. H. LEPARD/CDR/-/CO NAWMU/TEL:671 339-8196/TEL:DSN 339-8196//
E-MAIL: CONAWMU(AT)EMAIL.GUAM.NAVY.MIL

RMKS/1. ORGN REQUEST WIDEST DISSEMINATION TO ALL AVIATION ORDNANCE ACTIVITIES/PERSONNEL.

2. THE ASSOCIATION OF AVIATION ORDNANCEMEN (AAO) IS REQUESTING ALL COMMANDS TO SUBMIT NOMINATIONS FOR THE JOHN W FINN AVIATION ORDNANCEMEN OF THE YEAR AWARD. NOMINATIONS ARE OPEN TO ACTIVE DUTY AND RESERVE AVIATION ORDNANCEMEN, USN/USMC, PAY GRADE E4 THROUGH E6.

3. THE AWARD IS NAMED AFTER AOC (LATER LT) JOHN W FINN, MEDAL OF HONOR RECIPIENT FROM WORLD WAR II, FOR HEROIC ACTION DURING THE ATTACK ON NAS KANEOHE BAY, HAWAII ON DECEMBER 7TH 1941. MR FINN IS THE LAST LIVING MEDAL OF HONOR RECIPIENT FROM THAT HISTORIC DAY.

4. CANDIDATES SHOULD BE NOMINATED FOR PROFESSIONALISM, MILITARY AND COMMUNITY SERVICE AS A TOTAL PACKAGE. SPECIAL EMPAHSIS SHOULD BE NOTED FOR SUSTAINED SUPERIOR PERFORMANCE DURING THE PERIOD 31 MAY 2000 THRU 30 SEP 2001.

5. PROVIDE THE FOLLOWING:

- A. FULL NAME, RATE/RANK, SSN.
- B. DATE AND PLACE OF ENLISTMENT.
- C. ADVANCEMENT HISTORY.
- D. DEPENDENTS (LIST NAMES AND AGES).
- E. BRIEF SYNOPSIS OF SIGNIFICANT PROFESSIONAL ACHIEVEMENTS WHICH WARRANT SELECTION.
- F. MILITARY AWARDS WITH THE SUPPORTING CITATIONS
- G. EDUCATIONAL ACHIEVEMENTS AND AWARDS
 - 1. YEARS OF FORMAL SCHOOLING COMPLETED
 - 2. OTHER SELF STUDY EDUCATIONAL ACHIEVEMENTS
 - 3. MILITARY SCHOOLS AND/OR COURSES
- H. OFF DUTY COMMUNITY INVOLVEMENT
- I. CURRENT AND LAST TWO PREVIOUS EVALUATIONS
- J. COMMANDING OFFICER'S COMMENTS. NO HIGHER ENDORSEMENT REQUIRED UNLESS IT IS GERMAIN TO THE CANDIDATES APPLICATION.
- K. ENCLOSURE (1) TO THE COVER LETTER: BIOGRAPHY (NARRATIVE FORM) STARTING WITH DATE AND PLACE OF BIRTH, SCHOOLING, MILITARY SERVICE, CURRENT ASSIGNMENT, AWARDS AND MEDALS, FAMILY, ETC (LIMITED TO TWO DOUBLE SPACED TYPEWRITTEN PAGES).
- L. ENCLOSURE (2) TO THE COVER LETTER: 5X7 FULL LENGTH PHOTO, THREE-QUARTER VIEW, PLAIN BACKGROUND, SERVICE DRESS UNIFORM, UNCOVERED.

6. NOMINATIONS FOR THE JOHN W FINN AVIATION ORDNANCEMAN OF THE YEAR WILL BE ACCEPTED BY THE COMMITTEE CHAIRMAN UNTIL THE COMMITTEE FORMALLY CONVENES AT THE ANNUAL SYMPOSIUM/CONVENTION OR THEY MAY BE DELIVERED TO THE BELOW LISTED POC IN TIME TO MEET THE ABOVE CRITERIA.

LCDR TOM SANFORD
COMNAVAIRPAC N85
P.O. BOX 357051
SAN DIEGO CA 92135-7051
PHONE COM: 619 545-2809
DSN: 735-2809

7. THE JOHN W FINN AVIATION ORDNANCEMAN OF THE YEAR WILL BE SELECTED AT THE TWENTY-FIFTH ANNIVERSARY AND ANNUAL ASSOCIATION OF

AVIATION ORDNANCEMEN SYMPOSIUM/CONVENTION AT THE QUALITY RESORTS HOTEL, IN SAN DIEGO CA 4-7 OCT 2001. ALL AVIATION ORDNANCEMEN, NAVY AND MARINE CORPS, CIVIL SERVICE, ACTIVE DUTY AND RETIRED, ENLISTED AND OFFICER ARE CORDIALLY INVITED TO ATTEND.

8. THE GUEST SPEAKER AT THE AWARDS BANQUET AND WILL ANNOUNCE THE WINNER OF THE JOHN W FINN AVIATION ORDNANCEMAN OR THE YEAR AWARD.

9. FOR ALCON: REQ WIDEST POSSIBLE DISSEMINATION.

10. POC: COMNAVAIRPAC FORCE WEAPONS, LCDR TOM SANFORD, DSN 735-2809 COM (619) 545-2809. NATIONAL PRESIDENT, AAO, CDR DAVE LEPARD, DSN 339-8196, COM 671 339-8196. NATIONAL SEC/TREAS, LCDR(RET) RICHARD GRASS, (215) 887-5876.//

BT

NNNN

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